

29 December, 2008

To:

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Subject: Comment on Draft Environmental Impact Statement (DEIS) "Honolulu High-capacity transit corridor Project", Issue False and misleading DEIS statement on Corridor Travel Reliability.

Fact:

Para. 1.8.2, pg. 1-20 states that "As more roadways become more congested.... because of traffic accidents or heavy rain..... a need exists to provide a more reliable transit system."

Discussion:

A fully-elevated, steel-wheel on steel rail transit system can move only 6,000 commuters (4000 standees, 2000 seated) per hour during peak travel periods while the 2030 commuter demand for RAIL will reach 15,600 commuters per hour, according to Table 3-12 of the Alternative Analysis.

Commuter demand of 15,600 commuters per hour in year 2030 is calculated thus:

City AA, Table 3-12 shows year 2030 forecast volume of 17,500 vph on H-1 (full rated capacity = 9,500 vph) with the rail built and operating. Therefore, there is an overload on H-1 Freeway of 8,000 vph = 9,600 commuters per hour that needs to get on the \$7.0 Billion Rail transit which already carries 6,000 commuters per hour.

The EzWay or Managed Lane alternatives have the capacity to accommodate the total 2030 demand. The Managed Lanes or EzWay will each have three lanes, each lane has a capacity of 2000 vph. For three lanes, the vehicular capacity is 6000 vehicles per hour. The Managed Lane Alternative person capacity is calculated thus:

Projected use of the HOT during peak hour includes:

200 express buses w/~50 pns = 10,000 pns

500 HOV5 (carpool) = 2,500 pns

500 vanpool (~5pns) = 2,500 pns.

Remaining excess capacity available for low occupancy green vehicles:

6,000 vph minus (200 + 500 + 500) = 4,800 vph. 4,800 low occupancy vehicles

Average persons per vehicle = 1.2 pns per vehicle

4,800 vehicles with 1.2 pns = 5,700 pns

Summary: Managed Lane persons capacity = 10,000 + 2,500 + 2,500 + 5,700 = ~ 20,700 pns

## Conclusion:

There will be  $9,600 + 6,000 = 15,600$  commuters per hour that must get on the train during peak travel period. However, 9,600 commuters per hour will NOT be able to board the train because the train has insufficient commuter capacity during peak travel period. Therefore, the train cannot be considered a RELIABLE form of transit because it has insufficient commuter capacity.

Recommendation: Rail Transit should be eliminated as the preferred alternative because it does not meet the test of Travel Reliability. The DEIS should include cost effective transit systems which will have the capacity to eliminate H-1 congestion include Managed Lane Alternative, BRT, EzWay or two highway bypasses around the H-1 bottlenecks at Pearl City and at Middle Street merge.

Respectfully,

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## What happens to rail when lights go out?

How would another islandwide power outage affect the operation of Honolulu's proposed rail system?

Consider being suspended in an unlighted train on an overhead track above a darkened Kalihi. No lights, no air conditioning, unable to open the doors and no platform to step onto. Or perhaps, on the third floor of an unlighted station, unable to open the turnstiles and nowhere near your destination.

Hawaiian Electric might be able to boast that 50 percent of the passengers reached their destinations without interruption and that another 25 percent will be home by tomorrow morning, and only a few might be stuck on the train until "sometime tomorrow evening," but will this be acceptable as a "glitch in the system"?

I think not. If an outage can shut down the Honolulu airport and render the highly touted Homeland Security operations a helpless scramble, passengers on the rail would be well advised to carry a blanket and a bottle of water - just in case.

Roger D. Van Cleve  
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